

WESTERN PACIFIC
Mileposts

FEBRUARY 1958



Mileposts

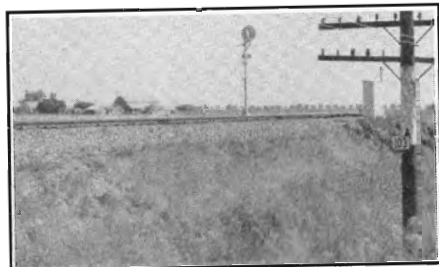
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Vol. IX, No. 7

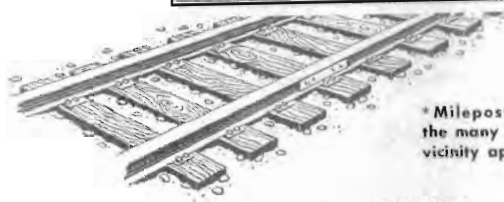
FEBRUARY, 1958

*Milepost No. 103

Department of Public Relations
WESTERN PACIFIC RAILROAD
 SACRAMENTO NORTHERN RY.
 TIDEWATER SOUTHERN RY.
 526 Mission Street
 San Francisco 5, California
 Lee "Flash" Sherwood, Editor
 A. L. Lloyd, Associate Editor



* Milepost No. 103: One of the many dairy farms in the vicinity appears in distance.



FEATURES

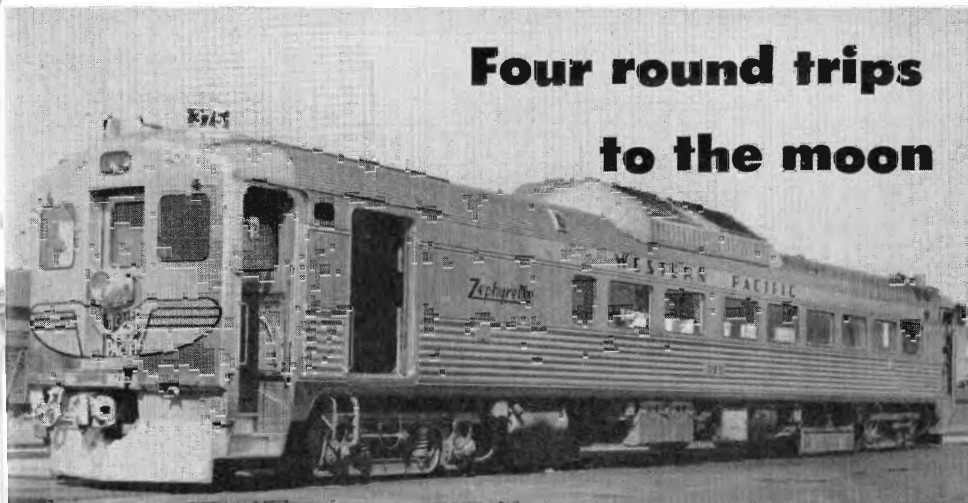
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COVER: Western Pacific's two Zephyrettes make a running meet at Merlin, in the Feather River Canyon. Read about their two million miles of service on Page 3.



MILEPOSTS



Four round trips to the moon

Serviced and ready to leave on its eastbound run from Oakland.

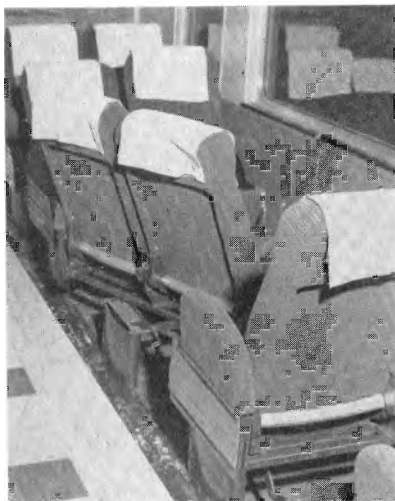
THAT'S the distance Western Pacific's two Model RDC-2 Zephyrettes have traveled over the railroad since being placed in service on September 15, 1950. The two Budd-built rail diesel cars each exceeded the million-mile mark during their runs between Oakland and Salt Lake City on January 15.

Interesting, too, is the fact that these two stainless-steel, self-propelled cars have passed two million mileposts with practically 100 per cent availability. Records indicate that one of the cars has never failed to complete a scheduled run, and that the other failed only once to reach its destination—by eleven miles—due to a damaged compressor motor. The cars have met every test in encountering one per cent continuous grade for 104 miles in the Feather River Canyon, high speeds along the Salt Lake desert, an altitude of 5,631 feet at Wells, Nevada, com-

pared with a 14-foot elevation at Oakland.

Unlike "Sputnik" and other planned rockets to the moon, there was little formal observance of their comparable moon trip performances achieved on January 15. The two cars met briefly at 11:03 p. m. at Merlin, a lonely siding almost midway in the Feather River Canyon. The meeting was similar to one made earlier in the month when this month's cover picture was taken. The cars then continued on their respective schedules—one East, one West—which they do three times each week.

According to the manufacturer, there are some 356 RDC's currently in operation on thirty railroads in this country and abroad. But Western Pacific's two Type RDC-2 Zephyrettes were the first of their type constructed by Budd at its Red Lion Plant near Philadelphia at a cost of \$130,000 each.



Reclining seats revolve for easy viewing.

Prior to placing its order (the first to be received by the manufacturer) Western Pacific put a Type RDC-1 demonstrator in trial revenue service between Portola and Salt Lake City during January, 1950. Prior to this date this car had toured the country, making short exhibition runs for interested railroad officials. Western Pacific thus became the first railroad to have this type of car in main line revenue operation.

To make the test car more adaptable for this service, it was first sent to WP's Sacramento Shops for minor mechanical and other improvements. Seats were removed from one end and a temporary baggage compartment was so constructed that the interior trim and decorations of the car were untouched. A welded, stainless-steel, sheathed pilot was designed and attached to the front of the car, replacing the truck-mounted pilot which, while

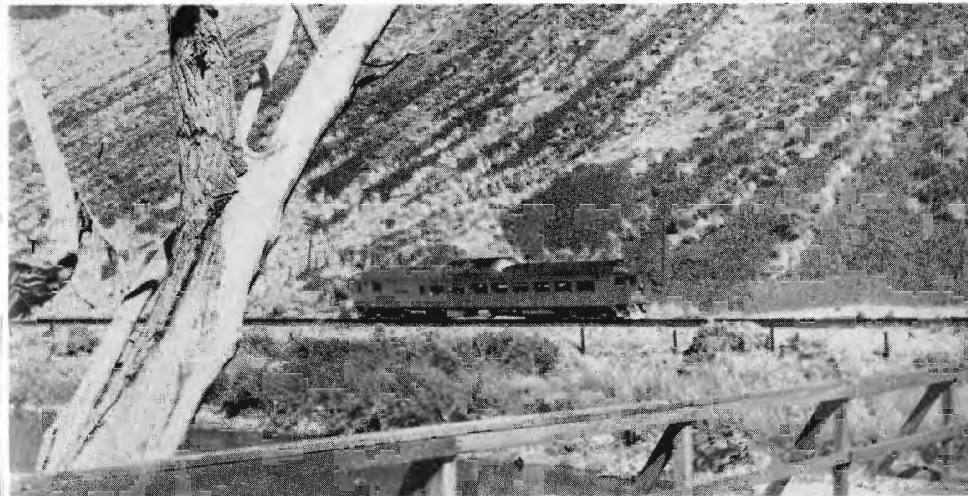
satisfactory for commuter service, was unsuited for Western Pacific's main line service in mountainous terrain.

For Western Pacific, the Budd car presented a solution to an extremely knotty problem of passenger service. Two-thirds of the railroad's mileage lies in Nevada and the western extremity of Utah, where population and related passenger traffic potential is sparse. Designed to attract the long-haul passenger, the *California Zephyrs'* fixed consist and fast schedules made local passenger service, and the transportation of railroad workmen, food, supplies, and replacements impracti-

Photo murals at each end add to car's appearance; luggage racks are easy to reach.



MILEPOSTS



cable. The Budd car, then, acted as a complete train and proved to be an adequate substitute for the steam-powered, two or more conventional car trains which were then being run at a loss of nearly a million dollars a year. Despite steadily mounting costs of all kinds, the *Zephyrettes* have during their period of operation enabled Western Pacific to reduce its annual losses for this operation by about two-thirds (1957 loss about \$300,000). Employees, of course, outnumber revenue passengers on the run by a considerable margin.

When the two RDC-2's were received they, too, were modified at Sacramento Shops before being placed in service. Electric water coolers were installed in the car, as well as additional toilet and hot-water facilities. Eight photo murals, depicting scenes along the railroad, were placed in each car. Reclining seats were installed in the center compartments for use of

Eastbound and westbound *Zephyrettes* pass through Nevada's Palisade Canyon in daylight.

through passengers. The front and back stationary portions of these seats were equipped with foot rests which may be molded upward and backward to an out-of-the-way position. Mars oscillating lights were added in front and rear, and lighted numbers—375 and 376—were installed on the roofs of the cars. The cars were repainted to match the colors of other WP power equipment.

For the convenience and comfort of the crews, water coolers were installed in the cabs of each car, and modern well-cushioned engineer's seats were provided. A conductor's desk was built in and a desk and hot plate were added for use of the baggage man.

Traffic-wise, the RDC-2's present an attractive appearance. Stainless-steel construction makes a fitting supplement to the *California Zephyrs*, and it was for this reason the cars were



No. 1 makes a stop at Wendover, westbound.

dubbed *Zephyrette*. Equipped with air conditioning and thermostatically controlled heating, they afford a comfortable ride in summer or winter.

Cost-wise, the cars have proved to be economical. The two 275-h.p. diesel engines provide for smooth, rapid acceleration, and operate at about 70 per cent of capacity except during starts. Their ability to decelerate rapidly and smoothly at any number of flag and special stops and then to quickly regain maximum speed again has made it possible for them to maintain a 95 per cent "on time" record. General wear and tear is slight. The engines require no schedule for major overhauls. One spare engine is kept available at all times and, when used, the replaced engine is then overhauled,

normally after about 100,000 miles. Wheel mileage before renewal totals about 350,000 miles after having been turned about four times. Brake-shoe mileage averages about 126,000 miles, and the disc brakes have not yet been renewed. Maintenance cost per mile is 31.2 cents; air-conditioning maintenance cost is .0032 cent per mile.

Western Pacific has proved the versatility of these cars even beyond the claims originally made by the builders, and they have a two-million-mile record to back it up. By the time they run up another record equal to four round trips to the moon—who knows, the Budd Co. may be making future plans to use these cars on a regularly scheduled run to that not now so far distant satellite?



Passengers enjoy controlled heating, although snow is on the ground at Elko.

MILEPOSTS

Senate Hears Railroad Problems

Hearings encourage new attitudes toward railroads

THE first phase of the hearings on the condition of the railroads before the Subcommittee on Surface Transportation of the Senate Interstate and Foreign Commerce Committee came to a close on January 17. During the hearings some twenty railroad presidents and the president of the Association of American Railroads presented a deeply disturbing picture.

The next phase of the hearings will be held in February, at which time the Subcommittee will invite the Postmaster General, the Secretary of Commerce, or his representative, the Interstate Commerce Commission, a spokesman for the Department of Defense, representatives of railway labor, and others, to offer testimony.

The following excerpts from a talk given before the Subcommittee by Walter J. Tuohy, president of the Chesapeake and Ohio Railway, very well summarize the remarks made by those who appeared before the hearings:

"... I have listened here with increasing concern this entire week... from the stories related, I am fearful for the industry. As part of that industry, I am concerned for the C&O, despite its strength. And, with the shocking conditions described, I am alarmed at the weakness of what should be one of the strongest elements of our national defense.

"The picture the railroad presidents paint should shock this nation and warn it. Thousands of employees are being furloughed. The Interstate Commerce Commission's late figures show

railroad employment down 100,000 from a year ago to the extremely low level of 918,000—and layoffs continue.

"The presidents have testified that millions of dollars worth of supplies and services will not be purchased by the railroads this year. The great tonnages of steel rail not to be laid will certainly affect the already disturbed steel industry, so basic to the nation's economy.

"Why, it may be asked, is the railroad industry in desperate straits when the current recession has not hit industry generally to any such extent?

"The answer is primarily subsidized and unregulated competition. Not only has the government aided competition, but it has actually created additional competition, such as throughways and seaways. Over a long period this unfair competition has so weakened the railroad industry that any illness is apt to be critical.

"As a result of this inequitable competitive situation, the railroads have suffered from inadequate earnings for years.

"Think of the New York Central and the Pennsylvania with a total investment of close to \$4 billion not earning a single dollar of net income on their railroad operating property.

"In November, ordinarily a good earnings month for the railroad, 28 of the 113 Class I railroads operated at a deficit. In other words, one-fourth of the entire industry was in the red and most of the other roads were adversely affected.

"No wonder that a railroad president, an expert in the history of railroad reorganizations, testified here that

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some railroads may well be faced with bankruptcy!

"That is the situation. But it should be said here that the railroads are not looking for someone to blame. No good is served by bemoaning former sins and complacencies, or regulation and legislation of the past. History is history, and it is the facts of today that must be dealt with. The railroads exist in today's world, not the world of a half-century ago.

"This industry has no argument with trucks, automobiles, airplanes and barges as such—they exist and have their legitimate place. This nation needs all forms of transportation.

"It seems to me that the presidents' presentations here add up to a plea for two basic opportunities:

I. Freedom from uneconomic burdens. Let the railroads—

1. Provide passenger-train services without the crippling effect of staggering losses. A first step in this direction could well be giving the Interstate Commerce Commission jurisdiction over the discontinuance of unneeded train service and stations.

2. Carry the nation's mail at fair rates.

3. Give better service by coordinating and unifying their activities. This includes mergers and consolidations to eliminate needless or duplicate facilities.

4. Have realistic depreciation deductions and the construction reserve so that their worn-out and obsolete facilities can be replaced. Present deductions and allowances are inadequate.

II. Freedom to compete equally. This is how—

1. Remove the excise taxes paid by the railroads' customers, the ship-

pers and travelers. These taxes, 3 per cent on freight and 10 per cent on passenger, are highly discriminatory and weaken all common carriers.

2. Impose realistic user charges for such publicly provided transportation facilities as highways, waterways, airways and airports. The railroads must provide their own equivalent facilities.

3. Provide greater freedom in rate making, so that the railroads may pass on to the public their advantages of inherent low-cost transportation.

4. Eliminate pseudo-private carriage and restate the agricultural exemption provisions to their original scope.

5. Remove the artificial barriers to transport diversification so that transportation companies may engage in all forms of transportation. To deny any carrier the right to avail itself of the latest technological developments stifles the very growth which has made this nation great.

"Congress has the power to provide these two basic groups of opportunities. By Congress' so doing, the railroads will be free to perform the job they now are kept from doing."

* * *

COMMENTS by such publications as *Newsweek* and *Wall Street Journal* on probable results of these hearings has been pessimistic toward significant help for the railroads. Apparently they feel that the truckers' lobby and others are too strong to get any favorable bills through Congress. However, we are loath to believe that in the face of conditions as bad as described by Mr. Tuohy, our legislators will not put the nation's welfare first.

New Director Elected

Boyd Nixon Everett, Chicago insurance executive, was elected to Western Pacific's Board of Directors on January 7. The election, to fill the vacancy resulting from the recent resignation of Benjamin Graham of Beverly Hills, who is retiring, took place at the regular January meeting. Everett was born at Pasadena, California, on December 19, 1904. He is vice president, treasurer, and a director of both the Continental Assurance Company and the Continental Casualty Company of Chicago, and holds directorships in several other insurance companies.



He was president of the North Shore Country Day School, 1956-1957.

The new director was graduated from Phillips Exeter Academy in 1922, Harvard University with a B.S. in 1926, and an M.B.A. in 1929. He is the author of several books, including "Term Loans," and is a member of the Executive Council, Boy Scouts of America, Chicago.

Everett lives in Winnetka, Illinois, with his wife, the former Margaret Bruce Carter. The family includes four children,

Boyd N., William Carter, Torrey, and Bruce.

How We're Doing

Year-end figures for the year 1957 are as follows:

Operating revenues	\$54,533,098	\$53,589,652
Less operating expenses	40,878,036	41,118,927
Net operating revenues	\$13,655,062	\$12,470,726
Less taxes, rents, interest payments, etc.	9,293,021	8,831,472
Balance of income transferred to profit and loss	\$ 4,362,041	\$ 3,639,254

• • •

California Zephyr's average load in December, 1957, was 60 per cent, compared with 64.7 per cent in December, 1956.

• • •

New team track facilities have been provided by Sacramento Northern at Swanston, in the North Sacramento area.

• • •

The concrete relining of Tunnel No. 1, near Niles, was completed in January.

(See HOW WE'RE DOING, page 11)

George Rutherford Retires

ENGINEER George T. Rutherford, fifth in seniority on the Western Division's engineer's roster, made his last run on January 30 at the controls of the westbound *California Zephyr*.

George began his railroad career in 1914 on the Northwestern Pacific as an engine wiper, working out of Sausalito, California. When placed on that railroad's seniority list as a fireman, he recalls he was paid \$2.00 for a twelve-hour day.

He hired out on the Western Pacific as a fireman at Sacramento on September 13, 1916, and was sent to Stockton. "The largest engines we had at that time were consolidated freights, and they paid \$3.20 for a ten-hour day, straight time for overtime," George remembers. "One's credit had to be good, too, since we were paid once every thirty days."

At least he ate well

When he was cut off the fireman's list in the fall of 1917, George went to Wendover. The engines were all coal burners and he had to make student trips for which he received no pay. There were no stokers on the railroad then, and the fireman was the most important member of the crew. "All we had to mention was where we wished dinner and that was it."

Firing consolidated engines with a number two scoop wasn't George's idea of making a living, and he went to Elko to resign. Master Mechanic Van Cleve explained the great future that lay ahead were George to remain on the Eastern Division, but after receiving this "fatherly advice" George

said: "There's something wrong with a man's head who will do this kind of work." After a hearty laugh, George received his discharge check.

By this time World War I was getting in full swing and he went to Portola. As a fireman he was issued a deferment from the draft. "What a change from the five-cent glass of beer and a free-lunch counter to the status where you are told you are an unnecessary part of the operation.

"We were operating at capacity and pay was getting better, thanks to William McAdoo and the Wilson Administration. Years slipped by and my promotion to the right side, as engineer, came on September 10, 1924. In revaluing my job, it revealed many years of night work, many months of low pay, extra boards from San Francisco to Portola and then Keddie to Bieber. Some pay checks were less than \$50. But I was single and could move my trunk anywhere my seniority would permit me to work," recalls George.

"AFTER my marriage to Anne E. Sandstrom, a Chicago girl, we made our home in Oakland. A depression set in and we had to move to Portola. When Anne saw that town she sat down and cried. It was winter, cold and icy, frozen pipes, coal and wood stoves, no sidewalks, and muddy streets. On three different occasions I came home and found her trunk packed. Trying to get me to give up railroading, I compromised and moved to Stockton, where I could hold a pool freight turn.

"I worked both ways out of Stock-

ton in freight service until 1945 when we made a last move back to Oakland. I felt I could hold a place in the passenger turn, operated by steam engines, but the trains were pulled and replaced by the tri-weekly Budd car. This put me back on freights, working the Trevarno local."

Too many buttons

"When the *California Zephyr* was placed in service, I was engineer on the first trip, my first in the seat of a passenger diesel. No one told me about the button on the end of the throttle which would shut off all three motors. You guessed it; I pressed this button, making the air test, leaving Oakland Pier, and killed the motors! Two people will never forget this—Mr. Munson and Mr. Kyler. I presume the incident was forgivable since I am making my last trip on this run."

George joined the Brotherhood of

Locomotive Engineers, Division 800, in 1930. In 1946 his membership was transferred to Division 773 in which he is still a member. He is a member in Hope Lodge 234, F. and A. M., Oakland Scottish Rite, Aahmes Temple of the Shrine, and the Aahmes Temple Rod and Gun Club. He recently joined the Siskiyou Boat Club on Shasta Lake.

A new DeSoto station wagon, equipped for overnight camping and other conveniences for travel, will take the Rutherfords on many trips.

In leaving, George said: "The percentage is small for the ones who operate in railroad service and retire with good health after a period of forty-four years. Mrs. Rutherford and I feel that we have a long period of time to enjoy the many activities we have planned and, rest assured, one of them won't be staying home to sit in a rocking chair."

HOW WE'RE DOING

(Continued from page 9)

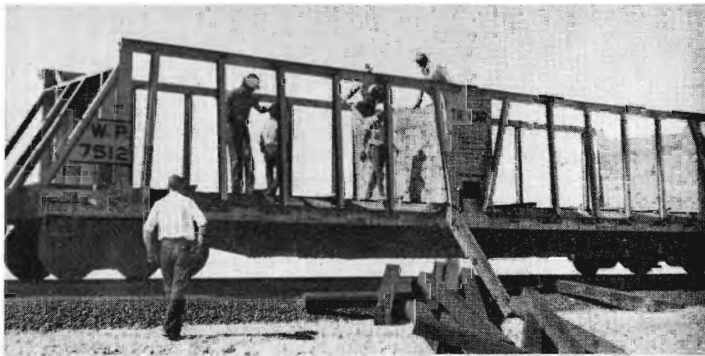
The Western Pacific broadcast of April 26, 1956, was among those receiving high commendation in Richfield Oil Company's December 26 television presentation of their best "Success Story" broadcasts to date.

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Reportable injuries to employees during 1957 were less than half of the number reported in 1956; rate of injury occurrence per million manhours worked was reduced from 12.44 in 1956 to 6.58 in 1957.

• • •

To offset increased wages and other expenses experienced during the latter part of 1957, the railroads filed a master tariff with the ICC on December 23. The proposed publication of additional increases on selected commodities and services, to become effective February 1, 1958, if permitted, would amount to less than a 3 per cent over-all increase.



Over-all picture shows bulkheads, at ends and center, supporting frames, swinging stakes.

Tie Cars Aid Section Men

GETTING railroad ties to where they were needed has been, in the past, hard work and time-consuming for the section men who distributed them along the railroad. To make the job easier, faster, and safer, Western Pacific has designed a special car.

The work of converting these cars is done in Western Pacific shops at a cost of about \$3,850 per car. To date, eleven have been placed in service, and it is anticipated that about 50 cars will be required to handle the railroad's entire tie-replacement program.

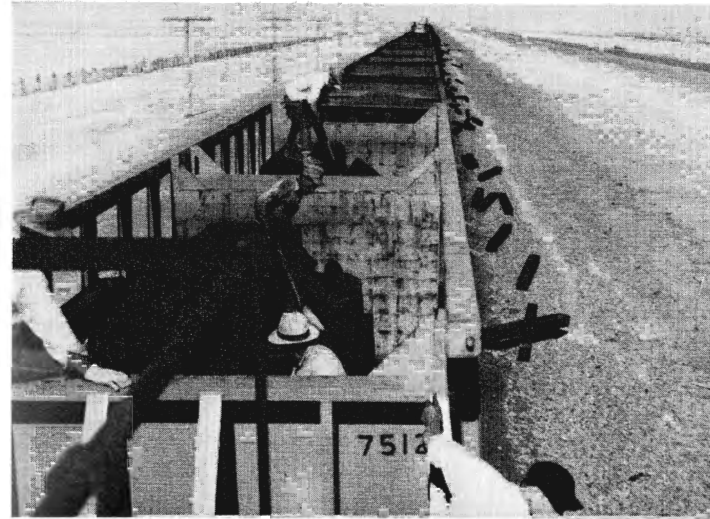
Downgraded 50-foot, 50-ton flat-cars are being used. A steel bulkhead is constructed at each end and one at the center, dividing each car into two 19-foot, 2-inch-long compartments. The bulkheads also support a steel channel top rail on each side, fastened to which is a steel rod. The rod, when threaded through holes in the webs at the upper end of steel H-section side stakes placed three feet five inches apart, permits the stakes to be swung out from the bottom. The lower ends of the swinging stakes may be locked in position by longitudinal rods, each of which engages the lower ends of three stakes. To free the lower ends of the stakes, a link is loosened and

slipped over the end of a handle, allowing the handle to be pulled down, which releases a particular group of side stakes.

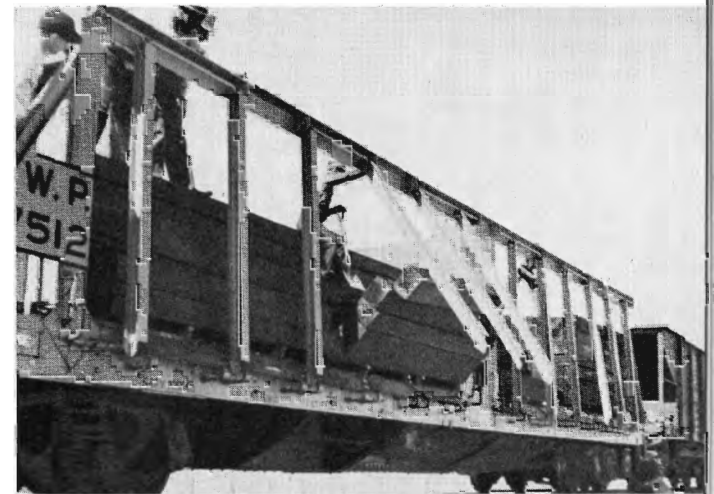
Lengths of scrap rail are anchored transversely to the 2 $\frac{3}{8}$ inches thick plank flooring at stated intervals, so the bottom ties may be easily skidded to the side of the car. To assure that the ties will fall clear of the track, steel deflector plates sloping downward at about 45 degrees are provided along both sides of each car.

Each car has a capacity of about 400 ties, which are prevented from slipping sidewise when cars are in transit by 1-inch by 2-inch timber divider strips placed crosswise in the car at intervals of each three or four layers.

Creosoted Douglas fir ties, used on the Western Pacific, have a life of between 25 and 30 years in the main track, and somewhat longer in tracks other than the main track. Consequently, the renewal of these 8-foot- and 9-foot-length timbers, being of 6" x 8", 7" x 8", and 7" x 9" in other dimensions, is a never-ending program. During 1957 Western Pacific replaced more than 160,000 of these tie timbers—enough to support about 50 track miles of main track.



Ties are uniformly dropped alongside track as work train keeps on the move.

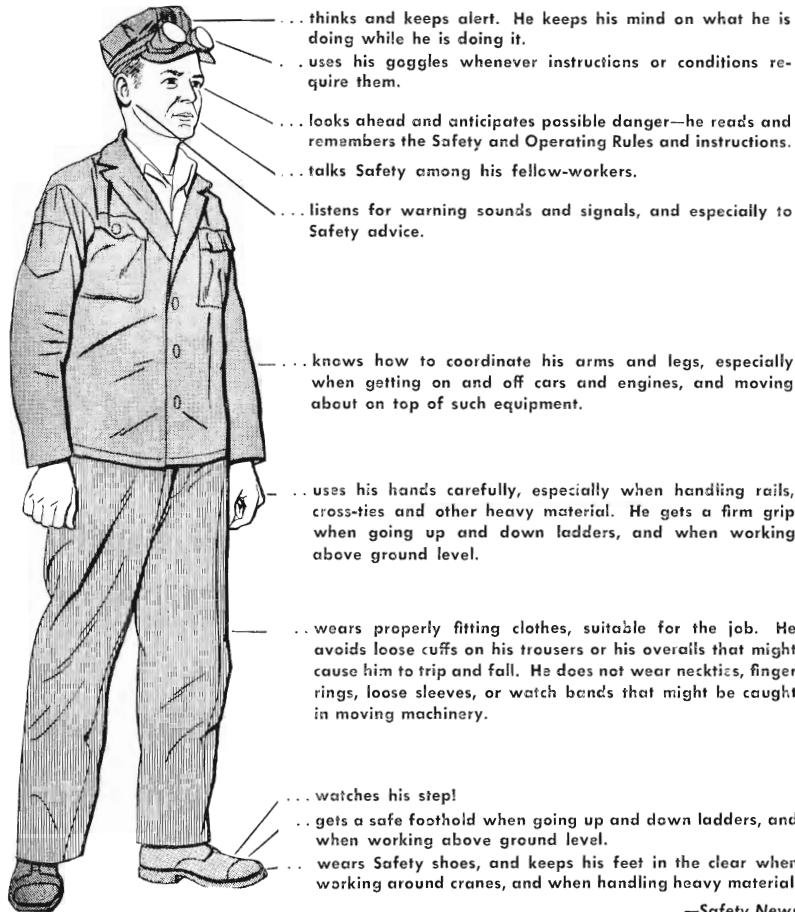


A slight push and ties roll out side of car.

Paul Jenner sez:

"Don't Be HALF Safe!"

A SAFE Railroader Always—



—Safety News



BOY SCOUT WEEK
FEBRUARY 7TH TO 13TH
48TH ANNIVERSARY
BOY SCOUTS OF AMERICA

Many Western Pacific railroaders will take part in Boy Scout Week, being celebrated this year during February. Many of them participate as leaders in the organization, and many have sons who are Scouts.

This marks the third year of the "Onward for God and My Country" theme, with special emphasis in 1958 on a year-long Safety Good Turn suggested by President Eisenhower, Honorary President of the Boy Scouts

of America. Cooperating with other organizations interested in safety, the Boy Scouts will conduct their good turn in three parts: devoting the months of (1) March, April, and May to traffic safety; (2) June, July, and August to outdoor safety; and (3) September, October, and November to home safety.

Such projects as automotive, bicycle and pedestrian safety, fire prevention, and home safety will be emphasized by demonstrations and projects geared to the safety emphasis. In October, the Scouts will deliver a message about family preparedness for emergencies to every home in America.

General observance of the week will include Scout open-house parties, father-and-son banquets, parents' nights, window displays, parades, and other special events.

The Boy Scout Council in your area will be glad to cooperate with you in every way, and any cooperation you can give this worthy organization will be most worth while.

If all the cars in the nation were placed end to end, some fool would pull out and try to pass them.

* * *

In 1957 railway employees were paid an average of \$2.16 an hour. Railroads received an average of 1.384 cents for performing a ten-mile of service. To pay an hour's wages, railroads hauled a ton of freight about 156 miles.

"Sparky" says:

Don't Give Fire a Place to Start!

 Smoking is bad 'n' deadly!	 Replace your frayed electric cord!	 Keep matches away from children!
 Remove collar, attach & close "junk"!	 Avoid overloading electric outlets!	 Beware of kitchen fires!
 Be careful with oil stoves!	 Use non-flammable cleaning fluids!	 Be a careful smoker!



Dear Editor:

Herrons are grateful

Many friends—some of whom we do not know—helped us out in our time of need after our outfit car had been destroyed by fire. We thank each and every one, and sincerely hope that in time we will be able to thank each one personally. Western Pacific has some mighty fine people.

Johnny and Kathy Herron and Family

An outfit car, occupied by John V. Herron, ballast regulator foreman, and his family, was destroyed by fire on December 12. All the family's possessions, including household furnishings, clothing and Christmas gifts, were lost. To restore some Christmas cheer, and to lend assistance to the Herron family, employees on the eastern division quickly made a collection of furniture, clothing and finances, and presented it to the Herrons.

* * *

Remembers old days

I thought that many of our railroaders would be interested in the following excerpts from a letter I received from former employee A. G. "Si" Perkins, now general manager of the Harbor Belt Line Railroad, San Pedro:

"I frequently reflect and talk about the trips on the desert and down the canyon with the Keddie-Bieber high line thrown in for good measure (I was

head brakeman on the first revenue train over the high line). I know of no group of railroad men who accomplished so much with so little as did you fellows on the Western Pacific back in our time. I am glad it is all behind us and, like yourselves, I look forward to the days of retirement. It's a long way back to 1915 for me!

"I trust you will convey my best regards to all the old retread rails who have lost their hair, teeth, dignity, appetite, sense of smell and humor, as well as numerous other infirmities so prevalent with those of us who have



George Rutherford, A. G. "Si" Perkins, and William Post, retired UP engineer.

sojourned for so long in this life. Tell them should they ever pass this way to be sure to call on one of their number who likes to reminisce and has a great appreciation for all of them.

"I am enclosing two copies of the snapshot we took together with the negative, should you desire to post a copy at Oroville depot or at the roundhouse in Oakland."

Hope you can include the picture in MILEPOSTS.

George T. Rutherford
3106 Wisconsin Street
Oakland 2, California

* * *

Good neighbor

For a long time I've been watching Western Pacific trains pass in the back of my home near the Santa Rita Road crossing in Pleasanton. Your crews are a friendly group and often wave a hello as their trains roll by. Knowing many of these men would be spending their Christmas holidays on duty, I



thought it would be nice if I could wish all of them a Merry Christmas. This was accomplished by placing an arrow on a post pointing to the sign shown in the enclosed picture. It was quite a thrill to hear a whistle as your trains passed by, knowing that so many had seen the sign and were returning my Christmas greetings.

Chan Henderson
High School Instructor
25 Jensen Street
Pleasanton, California



"I must be cracking up . . . I keep hearing the road foreman yacking instructions!"

Spring Dance soon

Arrangements are already under way to make this year's Annual Spring Dance more enjoyable than ever. The date has been set for April 12 and the location will again be Governor's Hall at the Sacramento State Fairgrounds.

Tickets will soon be available at a cost of \$10 per couple, which it is hoped will cover expenses.

Refreshments will be available from 7:30 p. m. at no additional cost.

More details next month.

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who will receive Service Pin Awards during the month of February, 1958:

40-YEAR PINS		
Gertrude S. Hutchinson	Clerk	Western Division
Hazel Wochos	Chief Operator	San Francisco
35-YEAR PINS		
LeRoy Foster	Clerk	Western Division
Charles Hinch	Switchman	Western Division
Louis O. Nervig	Clerk	Western Division
Clotilda Sullivan	Per Diem Clerk	San Francisco
30-YEAR PINS		
Harold Clifford	Marine Engineer	Western Division
Herbert H. Gillespie	Sheet Metal Worker	Mechanical Dept.
William D. Good	Roundhouse Foreman	Mechanical Dept.
Verne A. Nelson	Stock Control Clerk	Purchases & Store
20-YEAR PINS		
Paul E. Descombes	Section Foreman	Western Division
A. C. Evans	Inspector of Transportation	San Francisco
15-YEAR PINS		
Henry Bitz	Sheet Metal Worker	Mechanical Dept.
Jack C. Downing	Locomotive Fireman	Eastern Division
George Fields	Waiter	Dining Car Dept.
Emmet W. Gilmore	Locomotive Fireman	Western Division
Alma H. Jensen	Clerk	Western Division
Benjamin F. King	Locomotive Fireman	Eastern Division
Robert C. Lemon	Locomotive Engineer	Western Division
Cora Alma Mariotta	Laborer	Mechanical Dept.
Frederick Merkel	Laborer	Mechanical Dept.
Daniel Reule	Machinist	Mechanical Dept.
Harold L. Sutter	Clerk	Western Division
Albert B. Wheat	Locomotive Fireman	Eastern Division
Kenneth G. Williams	Clerk	Western Division
10-YEAR PINS		
James E. Baker	Chief—Sales & Service	San Francisco
Charles E. Elliott	Engineer of Track	San Francisco
James F. Ferrol	Chief Clerk, Aud. of Revenues	San Francisco
Kenneth L. Heineman	CTC Maintainer	Signal Dept.
Ray F. Hobbs	Roadmaster	Eastern Division
Thomas T. Keys	Laborer	Mechanical Dept.
Coy C. Miller	Telegrapher	Western Division
Charles Y. Orr	Machinist	Mechanical Dept.
Austin G. Sanders	Extra Gang Foreman	Western Division
Hartford W. Van Fleet	Switchman	Western Division
Ann C. Weber	Stenographer-Clerk	Chicago
Frederick F. Zraggen	File Clerk, Aud. of Revenues	San Francisco

Papa bull was having a heart-to-heart talk with his son in the field one day. "When you grow up, son, would you like to be a bull in the stock market or a bull in a china shop?"

"Neither," said the young bull. "When I grow up I want to be just like you, papa, for heifer, for heifer, and for heifer."

Because Joe could never stop snapping his fingers, he went to see a psychiatrist.

"Why do you do this?" asked the doctor.

"It keeps the tigers away, dec."

"My good man," replied the psychiatrist, "there are no tigers within 6,000 miles."

"I know. Effective, isn't it?"

Oroville "Man of the Year"

Spare-time activities in youth work during the past twelve years have paid off for Clarence Brandt, carman at the Oroville roundhouse. He was named "Man of the Year" at the annual banquet of the Oroville Chamber of Commerce held on January 11, and presented with a plaque for his volunteer contributions.



In presenting the plaque, Charles Randolph, outgoing president of the Chamber, said: "Brandt has done more to develop and foster our over-all recreation program than any other non-professional person in the community."

Since 1946 Clarence has been engaged in such activities as Cub Scouting, Catholic Youth Organization, Little League, and Babe Ruth League baseball, and all the events sponsored by the recreation district. During the several years he worked on the night shift, Brandt spent most of his days either supervising or developing recreational programs for youth groups.

Nearly a year ago, Brandt was named Oroville's "Good Neighbor" in a community-sponsored contest, and received the Oroville Jaycees' third annual award. His sponsor, C. Leo Latin, Oroville Union High School instructor, then said: "Keeping up with the Brandts in the spirit of good neighborliness is a real challenge. The Brandts have become a part of our daily life. They have given to our happiness and shared our sorrows. In

athletics, Brandt has given unstintingly of his time and effort to help the young boys of the community, teaching them the value of good morals, clean living, and good sportsmanship."

It looks as if there's no stopping this railroader, who became a Western Pacific employee on May 26, 1941.

Letter from his boss

In recognition of his achievement, Mr. Brandt received the following letter from his boss, Chief Mechanical Officer E. T. Cuyler:

"I was indeed pleased to see the writeup in the Oroville *Mercury* announcing your selection as Oroville's 'Man of the Year.' I wish to take this means of congratulating you on the fine example you are setting which, of course, is a means of fine public relations for our railroad.

"Keep up the good work."

Two hobos dropped off a long freight and headed for town looking for an easy touch. Outside a local pub, one "bo" said: "You wait here 'n' I'll go in and see what I can get."

He walked up to the bar, ordered a shot, downed it, and headed for the door. When the bartender shouted for his money, the bum shouted back, "Whadda you mean? I paid you before I got the drink."

Outside, he related his experience to his pal. The second bum went in and ordered a shot. The bartender poured and said: "Ya know, a guy just like you was just in here but I don't think he paid me for his drink."

Tossing down the shot, the second hobo said to the bartender: "Okay, bud, I'm in a hurry. Gimme my change."



In Memoriam

On behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest sympathy to the loved ones of the following employees, whose death has been reported:

Belden A. Besse, switchman, November 15.

James L. Bowers, retired machinist, October 10.

George A. Brewer, fireman, December 19.

Albert Bullard, retired locomotive engineer, November 23.

Robert M. Cheney, retired Sacramento Northern freight carman, December 6.

Joseph V. Copeland, inspector, December 9.

Chester Espell, Oakland Terminal switch helper, November 27.

Jasper H. Farmer, brakeman, December 26, 1957.

Clyde E. Gallagher, machinist, December 26, 1957.

Herman E. Gerhardt, retired boiler-maker helper, December 19.

Daniel F. Heagerty, retired car inspector, October 3, 1957.

Pat Herbert, retired laborer, October 4.

John M. Katich, retired carman, November 20.

Joe A. Martinez, assistant extra gang foreman, December 25, 1957.

Francis P. McQuillan, retired section foreman, December 30, 1957.

Roy I. Mundell, switchman, November 15.

Jesse A. Nelson, retired boiler-maker, date unknown.

Jerry O'Shea, retired section foreman, October 25.

Roy A. Patterson, retired bridge tender, November 26, 1957.

Jess G. Rowland, retired carpenter, date not known.

Robert B. Scott, retired Sacramento Northern locomotive engineer, December 6.

Louis G. Silva, carman, January 1, 1958.

W. A. Stanchfield, fireman, January 5, 1958.

Robert B. White, retired brakeman, date not known.

Oliver Williams, retired mechanical employee, December 24.

A recent study of the careers of eighty railway presidents representing the largest systems in the U. S. shows that their average age on reaching the presidency was 52 years, on the average, after 28 years of railroading.

Of seventy-eight presidents, forty-two are college graduates, twenty attended college for one or more years, sixteen did not advance beyond high school.

Four out of five began railway service in minor positions. * * *

A tourist is a fellow who travels many hundreds of miles to get a snapshot of himself standing by his automobile.



Caboosing

WENDOVER

Esther A. Witt

Switchman and Mrs. GEORGE C. BLANCHARD, JR., have announced the marriage of their son, RICHARD, to Karen Frandsen, daughter of Mr. and Mrs. Roy Frandsen of Mt. Pleasant. The couple were married on December 14. A former yard clerk at Wendover, Richard resigned to further his education at Snow College.

Condolences are extended to Mrs. JAMES A. GLAZE, wife of third trick telegrapher, on the death of her grandmother in Denver.

Wendover railroaders are recalling happy Christmas holidays, most of them spent with family gatherings. East Signal Maintainer and Mrs. GEORGE D. GIEBER entertained Mrs. Gieber's parents and brother, Mr. and Mrs. Holmes Davis and Robert of Fairbury, Nebraska.

Home for Christmas from Glenwood Springs, Colorado, were Donna and Patricia Shea, daughters of T&T Lineman and Mrs. THOMAS SHEA. Mrs. Celestine Howe of Denver, Mrs. Shea's sister, was another holiday guest.

A happy family reunion was celebrated by Water Service Maintainer and Mrs. VARIAN ANDERSON when their daughter, Kathleen, and son, Harold, arrived home for the holidays. Kathleen is a Utah State University stu-



Kathleen and Harold Anderson

dent and Harold is stationed with the Army at Fort Sam Houston, Texas.

After a separation of over 20 years, Telegrapher ANNA BELLE ALBRECHT met her half-sister, Mrs. Elsie Dunlavy, and her husband in Salt Lake for a brief pre-Christmas reunion. Taking an end-of-the-year vacation, Mechanical Foreman ROBERT COLVIN also traveled to Salt Lake City and to Sacramento. In the former city, he joined with former Master Mechanic and Mrs. WILLIAM PARRY and Engineer and Mrs. FRANK M. NELSON to celebrate the Christmas party for the children at the Shriners Hospital in Salt Lake City. ANNA ALBRECHT was also present to deliver presents given by the Wendover Eastern Star. The women, instead of exchanging gifts among themselves, spent their money for the children's toys.

SALT LAKE CITY

J. B. Price

Mrs. I. G. Rickards is the new president of Se-go Lily division, Ladies' Auxiliary to the Order of Railroad Conductors and Brakemen, following elections held recently. Other new officers include Mrs. G. H. Kandt, vice president; Mrs. O. R. Roberts, secretary and treasurer; Mrs. Henry Van Leeuwen, senior sister; Mrs. Thomas E. Crosley, junior sister; Mrs. Frank Goff, guard; Mrs. Luther Evans, musician.

Continued progress toward good health is wished to Mrs. Burdett, wife of Fireman FRANK A. BURDETT. She is greatly improved after a long illness.

Fireman and Mrs. PAUL A. PENMAN received their best Christmas gift—the birth of a son. The Penmans have three other children, two girls and a boy.

The PATTERSON family is well represented on the *Zephyrette*. GEORGE H. is conductor on the Salt Lake City-Winnemucca run, and his brother,



The Patterson brothers, George and Bill.

WILLIAM T., replaces him between Winnemucca and Oroville. George's service began on November 3, 1924; he was promoted to conductor on September 29, 1929. William joined WP on May 15, 1929, and has been conductor since June 9, 1939.

ELKO

J. L. Murphy

DONNIE THORPE, son of Head Time-keeper ALLEN THORPE, again spent the holiday season in the employ of Western Pacific. Donnie, a student of medicine at Stanford University, has been supplementing his income with occasional periods of employment with WP.

Trainmaster KEN WOOD has furnished the welcome news that there were no personal injuries in the transportation department during December!

All personnel in Eastern Division offices were treated to a holiday party, including dinner and floor show, hosted by the BROTHERHOOD OF RAILWAY CLERKS.

MILPITAS

Philip Hazlett

The City of Milpitas has paid tribute to GLENN W. CURTIS, recently retired Western Division superintendent, by naming a local street after him. Curtis Street runs from the highway to the Milpitas yard office.

Among those attending the retirement dinner dance given at Sacramento for Superintendent Curtis were the PHIL PRENTISSES, K. K. DUNTONS, and ROBERT HENDERSON.

Irene Bowman, wife of Section Foreman MERLE E. BOWMAN, was written up as a Personality Profile in the Janu-



Irene and Merle Bowman

ary 3 edition of the Milpitas Post. "Since Irene moved to Milpitas she has been active in business and community affairs and has always been willing to lend a hand when a civic chore was necessary," the article said. Mrs. Bowman helped to organize the Milpitas PTA and was a constant worker for the Baby Clinic of Santa Clara County in San Jose for years. She was instrumental in helping to get a Well Baby Clinic in Milpitas.

Irene and Merle are spending their spare time building a summer home in the Los Gatos hills and she takes great pride in helping with the building.

Recovering from an oral operation is Clerk CLAYTON ASHLAND. On the sick list recently, but back at work now is Conductor JERRY ALLRED. The latter became a grandfather the day after Christmas. The baby, a nine-pound boy, is the son of SP Switchman and Mrs. Charles Allred of San Jose.

Welcomed is newcomer Clerk BOB MEAD and his family. The Meads are parents of a recently arrived little girl, Candace.

Clerk R. L. MEAD's wife, Mary, has been hospitalized, and we all hope she will be well again very soon.

WINNEMUCCA

Ruth G. Smith

Among the good news from Winnemucca is a report that the mechanical department has gone 3,000 days without a reportable accident!

Stanley Miller, son of retired Telegrapher and Mrs. M. C. MILLER, has been promoted from director of the Winnemucca branch office, Nevada Employment Bureau, to appeals referee in the Reno office.

On the sick list are Brakeman LARRY ROBERTS, who recently underwent surgery in Salt Lake City; and Engineer J. E. MOORE, who was operated upon in San Francisco.

Mrs. May Lord, widow of the late JOHN LORD, section foreman at Golconda, has left for Butte, Montana, to make her home with her son-in-law and daughter, Mr. and Mrs. John Elliott.

John F. Deonier, Sr., father of Fireman A. N. DEONIER, died December 18 at his home in Sarcoxie, Missouri.

TIDEWATER SOUTHERN

Bob Thomson

The new year on Tidewater Southern was started off with visits from H. C. MUNSON, WP vice president and general manager, and R. T. KEARNEY, president of Sacramento Northern and

Tidewater Southern. The two visited each station and inspected the industries and track layout.

Section Foreman CARL LINDMAN of Escalon presented friends and shippers with personally prepared lutefisk and potato sausage for the holidays.

R. B. DIXON of the B&B gang, Modesto, is back on the job after his illness.

CHICAGO

Carroll W. Wilkie

The new year brought a number of promotions to and from the Chicago office.

W. F. "BILL" McGRATH was presented with a desk set and cash gift by the Chicago staff before he left to assume his new position as assistant general freight agent in San Francisco. W. B. COOK is welcomed in the Central Region office in Bill's old job as assistant to ART LUND, traffic manager. Cook, another "Bill," came here from Los Angeles, where he was a traffic representative.

A new traffic representative in Chicago is GEORGE SCHROEDER, steno-clerk from Washington, D. C. George, a Marine veteran, is married, has three children, and started his railroad career on the Pennsylvania, then joined the NC&STL and came to Western Pacific in 1955.

Also effective at the first of the year was former General Clerk CAROL PAVLOVIC's promotion to assistant export clerk.



PORTOLA

Gladys Largan

About fifty clerks and their wives, husbands and friends enjoyed a turkey dinner and holiday party in the dining room of the Red Feather in Portola.

Best wishes for their retirement years are extended to Conductors A. W. DRYDEN and JOHN W. PORTER.

SACRAMENTO SHOPS

Marcella G. Schultze

The end of the year safety meeting in the Sacramento Shops ended with best wishes for retiring Electrician PATRICK H. CHACE and Patrolman RAY M. JACKSON. Pat was presented with a wallet filled with money to buy the variety of parts needed to rebuild his radio and television on which he is constantly working. Presented to Ray were fishing equipment and an electric drill.

HERB KEIL, sheet metal worker, placed second in the Capital Bowl's Christmas Singles Sweepstakes with a score of 719. Over 500 bowlers participated.

The new president and vice president, respectively, of the Western Pacific Athletic Club are HAROLD COLD-SMITH and R. PAULE. Outgoing president ERIC BORG was presented with a spinning reel and line for use as soon as he recovers from his recent operation.

STAN BETTANINI, electrician, reported for active duty at Fort Ord, California, on January 6.

Sympathy is extended to the families of HERMAN E. GERHARDT, retired boiler-maker helper; OLIVER WILLIAMS, retired carman; and CLYDE E. GALLAGHER, machinist, who died suddenly at the age of 42. All three were deceased in December.

KEDDIE

Elsie Hagen

Conductor BILL STUBBLEFIELD established a new "first" in Keddie recently when he purchased a 1958 Chevrolet, the first new year automobile in town. Other new car owners at Western Pacific are Trainmaster BOB REDUS and BILL BENEDICT, conductor.

Ill for several months, Engineer F. J. BOHANON came back to work after the first of the year.

RAY CHAPMAN, water service and lineman, is home and improving after being confined as a patient in the Industrial Hospital.

Two service men back in Keddie are Charles Ausmus and CHARLES F. RUSH. The former is discharged after lengthy duty. He is the son of Brakeman HUGH AUSMUS. The son of Conductor JIMMY RUSH, the latter is home on leave after completing Navy boot training in San Diego. A former Western Pacific brakeman, he will be stationed, after his leave, at Point Mugar, Naval Air Missile Center.

Retired Conductor DON SEGUR and his wife spent several weeks in California recently visiting relatives and friends. They were guests of Conductor ED DUNN's family in Quincy. The Segurs reside in Hillsborough, Oregon.

STOCKTON

Mary Craven

Among end-of-the-year retirements are those of two Stockton car inspectors, ERNEST R. HOIT and C. J. HARDIN. Mr. Hoit ended about 30 years of Western Pacific service on November 30, and was honored with a dinner on December 10 at which his fellow employees presented him with binocu-



Ernest Hoit



C. J. Hardin

lars. He is the father of three daughters and has six grandchildren. Mr. Hardin and his wife, who also boast of three daughters and six grandchildren, plans a year's vacation to start off his retirement. After a trip to Europe in the spring, the Hardins will continue to raise cattle on their ranch near Stockton.

A speedy recovery is wished to the regular Stockton correspondent, ELAINE OBENSHAIN, who entered Dameron Hospital in December.

JOE WASHBURN, 619 East Jackson Street, Hillsborough, Oregon, is very ill, according to Mrs. Washburn, who has written that he would appreciate very much hearing from his friends at Western Pacific.

New babies in Stockton include a fourth son for Fireman and Mrs. JOHN LUSAR, who arrived recently; and a grandson for Trainmaster V. H. EDWARDS, who in November became a grandfather for the second time. Fireman and Mrs. D. HECKETHORNE are parents, for the first time, of a seven-pound boy.

Best wishes are extended to Brakeman E. R. OBENSHAIN and the former Mrs. Jacquelin Martinez, who were married in Reno, December 27.

Conductor and Mrs. WALTER DAMASKE, Engineer and Mrs. J. M. COLBERG, and Engineer and Mrs. E. A. TIBBEDEAUX vacationed in the Hawaiian Islands during December. Back from Alaska in November were MARY CRAVEN's daughter and her family.

Sympathy is expressed to Clerk STILES A. MARTIN on the loss of his stepfather; to BARNARD HARDING, whose mother-in-law died in December; to LAWRENCE DANIEL on the loss of his father, and to the family of Brakeman JASPER FARMER, who died suddenly December 26.

SACRAMENTO NORTHERN

Milton Ziehn

MARJORIE RIPPEY, chief clerk in Marysville, has provided the news for this column in February. She writes that changes in the Sacramento general office have also created changes in Marysville.

PAUL SCOTT, after 15 years with the SN in that area, has started a time-keeping job with WP in San Francisco. WILFRED BLUE, personnel record clerk at Sacramento for several years, has returned to Marysville.

Marysville-Yuba City employees enjoyed their annual holiday party, with 41 attending for dinner, dancing, and entertainment. Prizes were won by GEORGE SYLVA, S. M. NELSON, BILL HERSCHLER, and Mesdames Polmanteer, Vergaage, Davis, Rowberry, and Crist.

OROVILLE

Helen R. Small

The old Sacramento Northern Railway depot in Oroville is up for sale, according to Rupert E. Borden, general contractor on the SN rail-removing job.

On the sick list are Train Desk Clerk B. F. REPERT, who has been in St. Joseph's Hospital in San Francisco; Engineer O. H. HEERING, who had surgery recently in San Francisco; and Mrs. Christian Astobiza, wife of Electrician JOE ASTOBIZA, who is recovering at home after hospitalization.

Expressing his thanks for the fine 1957 safety record, the shop employees set, is Diesel Terminal Foreman RAY RONAN!

Sympathy is extended to the family of FLOYD PARKER, whose father-in-law died recently.

Joyce Lestenna Wallis, daughter of Fireman and Mrs. W. E. WALLIS, became the wife recently of Kenneth Preston Walker. The ceremony was performed in the Oroville First Congregational Church. Walker is employed by P. G. and E. at Caribou.

A long-time railroad employee was



No more cabooses for Arthur Dryden.

lost with the recent retirement of ARTHUR W. DRYDEN. He was hired by Western Pacific on the section at Scotts in 1912, and promoted to section foreman in 1915. Becoming a conductor in 1923, Mr. Dryden spent his entire career in the Western Division. The Dryden family home, which includes five children, is in Oroville.

MECHANICAL DEPARTMENT

Rod Rodriguez and Norma Joseph

Sporting a proud swagger these days is HANS H. LENSCHOW, assistant engineer, whose baby daughter, Linda Elizabeth, was recently picked in a contest with over 200 entries as the baby with the most personality and expressive features.



Linda Elizabeth



Anne Christine

Linda, age one year and nine months, was awarded first prize in a Frigidaire-sponsored baby contest. Given Linda's parents for her achievement was an automatic washer. The Lenschows' eldest daughter, Anne Christine, was also entered. Another potential prize winner is a new member of the family, Ingrid, born December 22, 1957.

Another new father is AFE Accountant STANLEY HEANEY, whose daughter, Lori Jean, was born December 29. Although the annual retirement party is long over, its success

is well-remembered and should be credited to Chief Clerk H. A. O'RULIAN and his committee.

SAN FRANCISCO

George Bowers, Doug Bruce, Rita Connolly, Elizabeth Fagan, Lawrence Gerring, Carl Rath.

Sympathy is extended to KENNETH D. LEWIS, president's office, who recently lost his father after an extended illness.

GERTRUDE POHNDORF, on leave from the purchasing department, announced the birth of a son on January 6.

RUBY GUSTAFSON, purchasing department, returned to work on January 16 after a leave of about four months because of impaired health.

FRANKLIN E. LOUIE, engineering department draftsman, returned in January from his second trip to Hong Kong. This time he brought back the good news that on December 19 he was married to Miss Irene Chen at the

(See CABOOSING, page 31)



The bride and groom.

I Visited Missionaries in Peru

By Robert Mangum

It all began last year when the Director of Youth at the First Presbyterian Church of Berkeley told me that our college department was sending ten students to Mission stations in Alaska, Mexico, and Peru. I am a junior, majoring in history at the University of California. I applied for the Summer Caravan and was fortunate in being selected as one of the ten.

The purpose of the Summer Caravan is threefold: one, to be of service to the Missionaries; two, to bring back to our church a good picture of the Mission field; three, to better our personal experience and growth in the Christian life.

Caravan members to Alaska, Mexico, and Peru met for several weeks of orientation, led by Missionary Don Burns, home on furlough. Irene Owens and I left San Francisco Airport on June 7. Ann Betts and Denny Walker boarded the plane at Los Angeles.

We four were being sent to work with the Wycliffe Bible Translators, also known as the Summer Institute of Linguistics. Wycliffe is doing Missionary work as far north as Alaska and as far south as Brazil, in New Guinea and in the Philippines. Wycliffe is an interdenominational group, translating the Bible into the unwritten languages of primitive tribes. They are currently working among 29 tribes in Peru.

Our first stop was Guatemala City. We were met by a missionary from Wycliffe and taken to her home for breakfast and then a tour of the city. We were amazed and saddened at the extreme poverty—a blind woman lying on the sidewalk with outstretched

hands, buzzards around the huts or shacks eating garbage thrown out, undernourishment, illness, and disease.

From Guatemala City we flew to Tegucigalpa, capital of Honduras, spent the night there and then flew all the next day to Lima. During five enjoyable days at Wycliffe's Group House, we were given tours of the city, which we found quite beautiful and modern in certain vicinities. Just a few miles away, however, we found poverty. On what they call the "Hill," we saw hundreds of families living in mud huts, and were told there is, on the average, one water faucet per 200 people. They have no sanitation.

We flew out of Lima on June 14. The Amazon jungle, our destination, lies east of the Andes, and our flight took us over barren but beautiful mountains at an altitude of 17,500 feet. As we came down from over the mountains we saw miles and miles of dense jungle, steaming in the hot, early morning sun. This would be our new home for the summer. The only sign of life was an occasional pillar of smoke rising above the green trees.

Our plane landed at Pucallpa, second largest city in the jungle. There we were met by Wycliffe's PBY, a two-engine sea plane, which flew us to Lake Yarinacocha, the base for Wycliffe's work in Peru.

Missionaries greeted our landing plane and we were taken to our new home, a thatched-roof house. Yarinacocha is the supporting arm of the missionaries working with tribes within a 700-mile radius of the base. I would estimate that there are 80 mis-

sionaries at the base and 60 in the tribes. This does not include their many children.

We were assigned duties a few days following our arrival. The girls worked in the publication and finance offices. Denny helped a missionary build his home and I worked in the shipper's room, supplying the missionaries in the tribes with their needs.

Perhaps our daily schedule would be of interest. Breakfast was served at 7 a.m. and work began at 8:30. Lunch was followed by a siesta, which lasted until 1:30, and work was over at 4:30. An hour of volleyball usually preceded a swim in the lake, with a bar of soap in hand. Prayer meetings followed dinner on Tuesdays and Wednesdays and a Bible Study was given on Sunday evenings. The generator, and consequently the electric lights, ended each profitable day at 10 p.m.

There are several missionary school teachers there to teach around sixty or seventy children. High school is taught through a United States correspondence course. When the children of the missionaries return to the States for college, they seem to adjust quickly and are good students.

It was encouraging to see the changed lives of the Indians who had accepted God. An example is Chief Tariri, who many of you may have seen on television's "This Is Your Life." He is chief of the Sharpra Indians of Peru and was once a savage Indian, who led his tribe on head-hunting and head-shrinking raids. Tariri's story can best be told from a quotation given by the Ambassador of Peru. "Tariri gave his testimony to the Ambassador in no uncertain terms as to how wicked



Chief Tariri and Bob pose for picture.

he used to be, taking heads, killing, etc. Since these two girls (missionaries) came to his people he had accepted Jesus Christ as his Savior and is now a different man. He no longer wants to be the greatest chief because he now believes Christ is the greatest. He said we should all learn about Jesus so that we could all live in peace with one another and prevent further killing."

Chief Tariri has been shot at once by a group of his people for his belief in God. Even though he knows of a plot to kill him, he told us that he wants to soon return to his people and tell them about God. At present he is at Yarinacocha helping a missionary with the Sharpra language.

It was a thrilling experience living with these people who have dedicated their lives. All went out of their way to make our stay pleasant and profitable and often we were invited to their homes for dinner. Missionaries took turns giving the Sunday morning sermon, and it was strange to hear a sermon being given by a doctor, pilot, mechanic or office worker.

After two months at the base, we left to live with a tribe for ten or more

days. We were grateful for this because we had seen only half of the Mission field and none of the actual work with the Indians. The girls went to a tribe called Cocamas. Denny and I went to the Arabelas, located in the northern tip of Peru near Ecuador.

We flew north from Pucallpa to Quito, largest jungle city, in a commercial plane. From there a Wycliffe single-engine sea plane landed us on the Curaray River, about 600 miles from the base. We spent the night on the river and started up the Arabela River early the next morning in a dug-out canoe with a 10-horsepower motor. It took us two full days to reach the tribe by canoe, and we estimated our river travel was about 150 miles. It was beautiful going upriver through overhanging vines and flowers. As we looked ahead we could see alligators slithering down the banks into the water and beautiful macaws flying above the trees.

The chief and his people seemed quite happy to see Rol Rich, the missionary who accompanied us and was returning. There are no Christians among this tribe since Rol has been living in the tribe only fourteen months and is not yet familiar enough with their language to adequately tell them about God. Half of the tribe is still savage and completely isolated.

During our ten days there we cleared a straight stretch of the narrow river of its logs and brush so a smaller plane with the missionary's wife and three-month-old baby could land within an hour of the tribe. We also went on a hunting trip with one of the Indians. The day the plane came in most of the Indians went downstream in their canoes to the landing strip. It was their



Bob gets a friendly smile from Chief's son.

first experience in seeing a plane land. We flew out on the same plane the following day after a wonderful experience.

The day following our return to Yarinacocha it was time to leave our summer jungle home to return to the States. We left Yarinacocha, which had come to mean so much to us in those two months, with a feeling of regret, and wondering if we would return again.

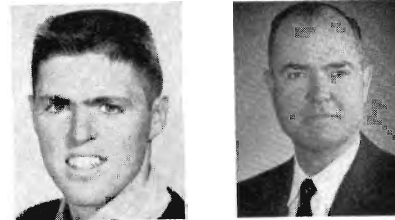
Before we left Lima en route home, we visited Huancayo, home of the Quechua Indians. They live 12,000 feet above sea level in the Andes and we spent a most interesting two days there.

Twenty-eight hours after leaving Lima we were back again in San Francisco. We had traveled around 12,000 miles and learned a great deal. We will never forget the Christian love the missionaries show the Indians, which we, too, experienced.

As is said at the close of Wycliffe's latest film: "These people and these tribes that live in the jungle of the headwaters of the Amazon can have no hope unless someone reaches out to them. They cannot reach out for help—they know not where to turn. In fact, there can only be a sense of the warning of conscience and of a God somewhere, Who demands justice and righteousness which they cannot deliver. Not all the prayers of all the Christians of all time can bring one lost soul back from the grave."

We were grateful to have been a part of this wonderful work.

* * *



Robert and his dad, Carl.

Robert Mangum is the son of Carl W. Mangum, WP's general agent at Oakland. He was born in San Jose in 1937 and moved to Berkeley at the age of two. He has lived in Piedmont for 17 years and was graduated from Piedmont High School in January, 1955. He entered the University of California that fall, is in the NROTC, and upon graduation will enter the U. S. Navy as ensign.

His father has been with Western Pacific since September 1, 1925, first as freight and passenger agent at Salt Lake City, and later at Pocatello, Idaho. He became general agent at San Jose on November 15, 1933, and general agent at Oakland, September 1, 1939. Carl is a native of Eureka, Utah.

CABOOSING . . .

(Continued from page 27)

Registry, Supreme Court, Hong Kong. Frankie met his bride at a friend's house and it was "love at first sight." A reception was held at the famous King's Road Majestic Restaurant following the wedding ceremony. Frankie has entered a petition for visa and he expects his wife to arrive here within the next two or three months.

We're happy to see TOM BEDFORD back at his desk in the auditor of revenues' re-check bureau after six weeks' leave because of a heart ailment.

AMIRA MORANOFF, comptometer operator, has also returned to work after several weeks recuperating from surgery at St. Joseph's Hospital.

JOAN KARLIN, injured last September in an auto accident while returning home from Reno, hoped to be back to work this month. However, further medical care of an arm is necessary and it will be another month before Joan can return to her desk.

MARY DOLL, former transportation department employee, is meanwhile doing Joan's work as key punch operator in the freight traffic department's statistical bureau.

RUBY GORE has returned to her general secretary position in the freight traffic department, following an extended illness.

Collecting blue ribbons is no novelty for THOMAS JONES, steno-clerk in WP's foreign freight department. Adding to laurels won last year, Tom's miniature pinscher, Champion Eldomar Capor of Chipwood, was named "best of breed" at the Golden Gate Kennel Club show in San Francisco in January. The two-and-a-half-year-old competitor won in a record entry field of 29.

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RAILROAD LINES



Pennsylvania and New York Central on January 1 began honoring each other's round-trip tickets between New York and nine midwestern cities; Santa Fe and Southern Pacific will do the same between San Francisco and Los Angeles.

Santa Fe considers busing passengers between Richmond, instead of Oakland, and San Francisco.

Rock Island's "Jet Rocket," withdrawn from Chicago-Peoria service, being readied as replacement for "Bankers Special" on Chicago-Joliet commuter run.

Pennsylvania invites bids on both a cash and lease basis for 200 road and yard diesels.

Canadian National will soon build \$17 million push-button gravity 2,000-cars-a-day classification yard at Moncton, N. B.

Missouri Pacific's President Dearmont contends "more constructive thinking and less talking about quitting" would improve railroad situation.

Interstate Commerce Commission asks Class I rail carriers to submit special reports on fourth quarter 1957 "piggy-back" operations, to be treated as confidential.

Hazards of air travel in 1957 appear to have been nearly twice as great as those of travel by rail.